

REPORT NO.

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The former Italian ocean line, S.S. REX, is being dismantled there, and its parts are being utilized for new construction. The submarine NRBOJSA and the destroyer ZAGREB, the construction of which was begun before the war in the shipyard at Split, are now being overhauled there. Most of the workers are Italians.

This document is hereby regraded to  
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letter of 16 October 1978 from the  
Director of Central Intelligence to the  
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CENTRAL INTELLIGENCE AGENCY

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b. S.S. SARAJEVO: Same type as the ZAGREB.

c. S.S. SKOPLJE: Same type as the ZAGREB.

One more ship of this type and three tugs for the merchant fleet are now under construction.

Director of the shipyard is Jure Vukasovic, and the Chief Engineer is Otokar Kohouc. Fifty percent of the workers are Italian. A former German admiral, who is an engineer and a shipbuilding specialist, is employed in the laboratory of this shipyard. He enjoys every comfort, but his freedom of movement is restricted. Reportedly, his special task is to work on plans for underwater guns and on the construction of small pocket submarines. The section that makes torpedoes is under his control.

6. The Tivat shipyard: Formerly the arsenal of the Yugoslav Navy, this shipyard has been rebuilt and enlarged, and is equipped with a floating dock. Pocket submarines are reportedly being built in this shipyard. The area around the shipyard is strictly guarded, and the controlled area extends to Hercegnovi.
7. In addition to these shipyards there are several smaller ones, especially on the islands of Hvar and Vis and at Korcula. These work only on smaller craft for fishermen and private individuals.
8. All the shipyards are under the direct control of the Centralna Uprava Brodogradilista (Central Administration of Shipyards) of the Ministry of Navigation, which is headed by Lt. General Ivan Rukavina.

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